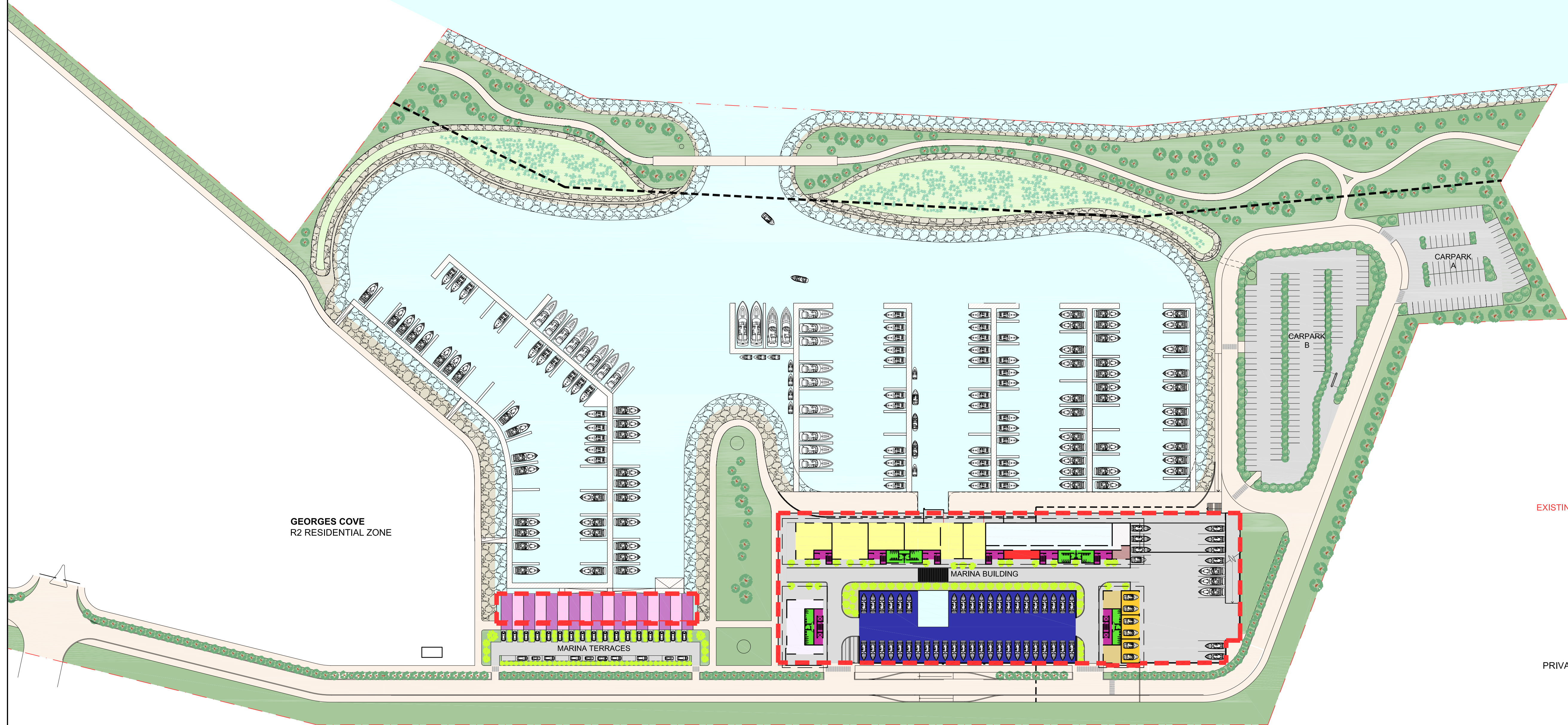
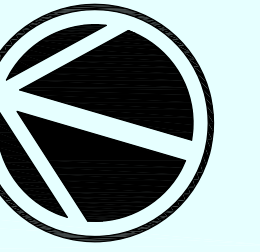


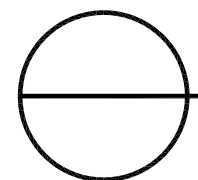


GEORGES COVE
R2 RESIDENTIAL ZONE

LEGEND:

- EXISTING APPROVED ENVELOPE
SHOWN DASHED
- WATER
 - SEAWALL
 - WETLANDS
 - LANDSCAPE
 - CIRCULATION
 - CARPARKING
 - PRIVATE MARINA CLUBHOUSE
 - HARDSCAPE
 - DRY BERTH STORAGE
 - BOAT DEALERSHIP SHOP
 - WORKSHOPS
 - AMENITIES
 - LIFT CORE
 - CAFE / RESTAURANT
 - FLEXIBLE FUNCTION SPACE
 - FOYER / LOBBY
 - LOADING DOCK
 - KITCHEN
 - ANCILLARY MARINE

PLAN - Site & Ground Level
1:1000 @ A1; 1:2000 @ A3



DRAFT

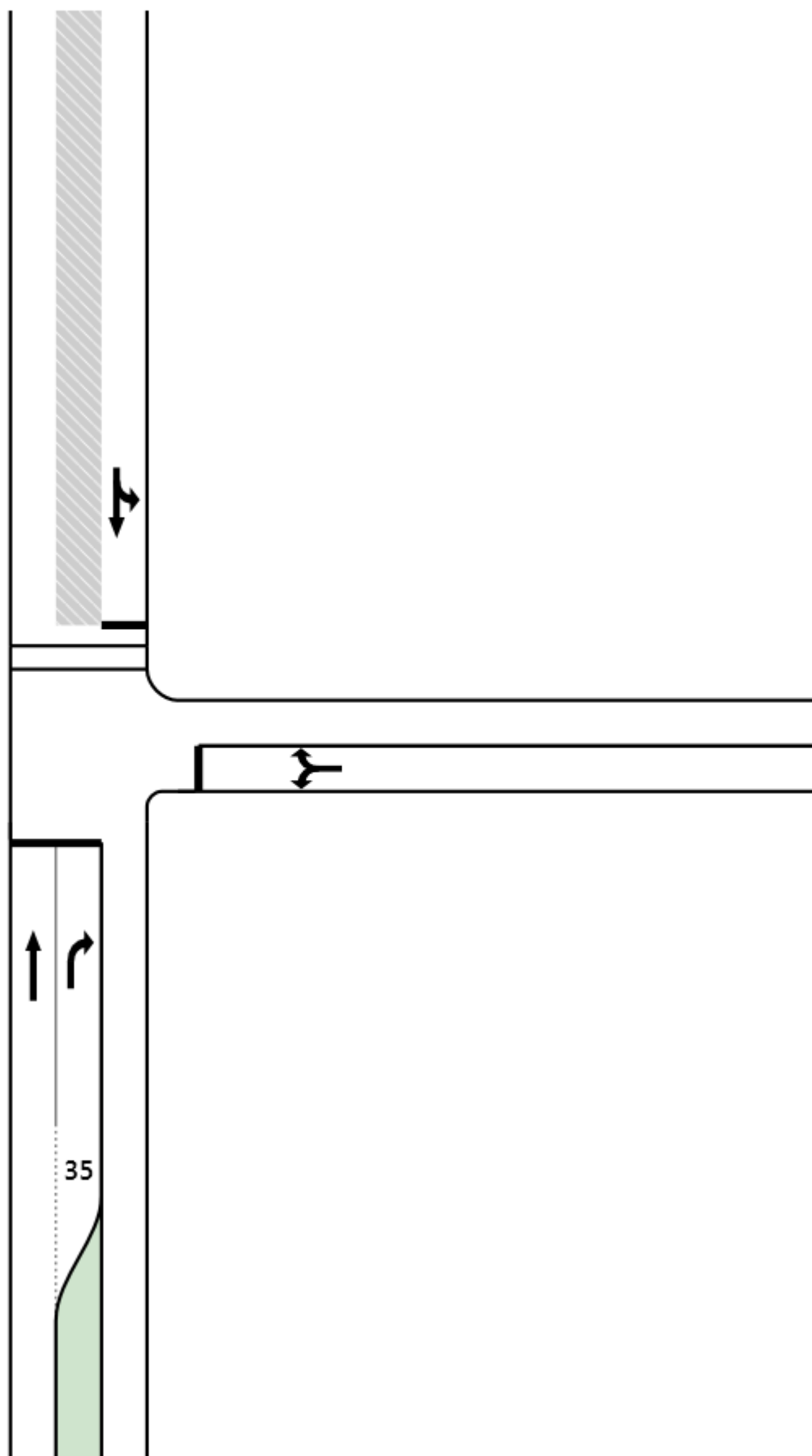
 MICHAEL FOUNTAIN ARCHITECTS PTY. LTD. 2 / 5 NARABANG WAY BELROSE NSW 2085 TEL (02) 9450 2070 FAX (02) 94502757	THIS DRAWING IS SUBJECT TO COPYRIGHT AND IS NOT TO BE USED OR REPRODUCED FOR PURPOSES OTHER THAN THE CONSTRUCTION OF THE SUBJECT BUILDING ON THE SUBJECT SITE WITHOUT THE CONSENT OF MICHAEL FOUNTAIN ARCHITECT. FIGURED DIMENSIONS TAKE PRECEDENCE. ALL DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO ORDERING ANY MATERIALS AND/OR BUILDING ELEMENTS AND PRIOR TO COMMENCEMENT OF THE AFFECTED WORKS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE AUTHOR IMMEDIATELY. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS ISSUED FOR CONSTRUCTION AND SO MARKED IN THE AMENDMENT COLUMN, AND IS APPROVED AND SIGNED BY THE PRINCIPAL OF MICHAEL FOUNTAIN ARCHITECTS.	ISSUE	REV	AMENDMENTS	DATE	ISSUE	REV	AMENDMENTS	DATE	CLIENT Benedict Industries Pty. Ltd. Georges Cove Marina Newbridge Road Moorebank NSW 2170 PRINTED: Dec 19, 2014 - 4:29pm \\MFA01\Projects\MOOREBANK MARINA\Cadwork\Drawings\020_Supercaded_09122014\SK-001- SITE PLAN DAN EDIT.dwg	DRAWING PLAN Site & Ground Level				 MICHAEL FOUNTAIN ARCHITECTS PTY. LTD. 2 / 5 NARABANG WAY BELROSE NSW 2085 TEL (02) 9450 2070 FAX (02) 94502757	
		E		ISSUED FOR REVIEW	20/10/14								DRAWN DS	CHKD		APPROVED
		F		ISSUED FOR REVIEW	09/12/14								SCALE 1 : 1000 @ A1 1: 2000 @ A3	DATE 19/12/14		CAD FILE No
		G		ISSUED FOR REVIEW	19/12/14								JOB NO 0914	DRAWING NO SK-002		ISSUE G

Appendix B

SIDRA intersection results



Brickmakers Drive



New Link Road

Brickmakers Drive

PHASING SUMMARY

Site: Traffic Signals AM Peak
Proposed Development

New T Intersection

Signals - Fixed Time Cycle Time = 60 seconds (User-Given Cycle Time)

Phase times determined by the program

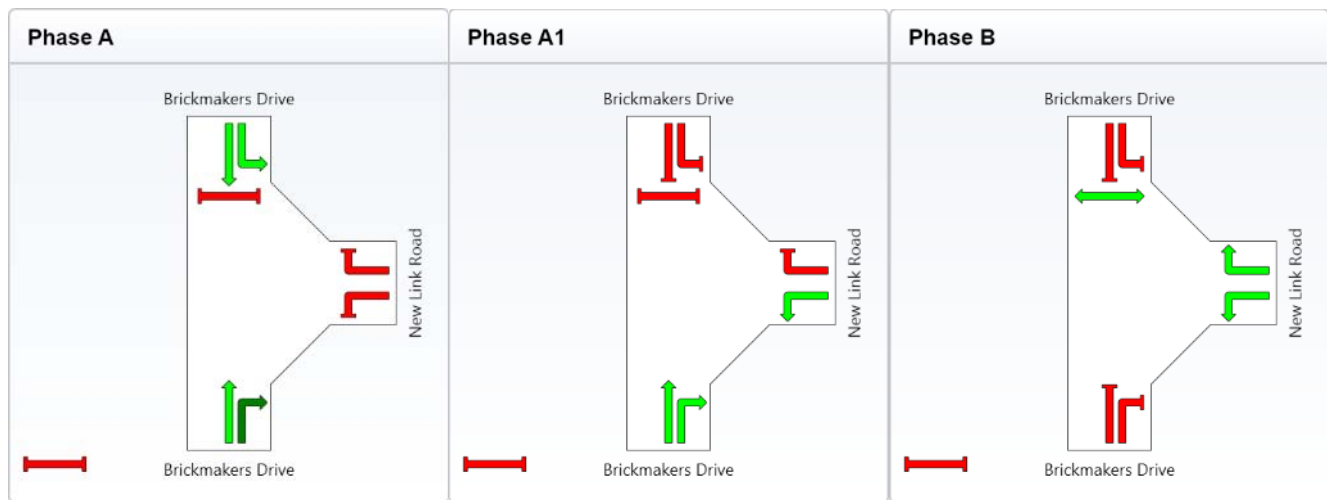
Sequence: Opposed Turns

Input Sequence: A, A1, B

Output Sequence: A, A1, B

Phase Timing Results

Phase	A	A1	B
Green Time (sec)	25	6	11
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	31	12	17
Phase Split	52 %	20 %	28 %



	Normal Movement		Permitted/Opposed
	Slip-Lane Movement		Opposed Slip-Lane
	Stopped Movement		Continuous Movement
	Turn On Red		Undetected Movement
			Phase Transition Applied

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SIDRA INTERSECTION 5.1.13.2093

Project: C:\Program Files (x86)\SIDRA SOLUTIONS\SIDRA RESULTS\Moorebank Marina\Brickmakers Drive
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SIDRA
INTERSECTION

MOVEMENT SUMMARY

Site: Traffic Signals AM Peak
Proposed Development

New T Intersection

Signals - Fixed Time Cycle Time = 60 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Brickmakers Drive											
2	T	753	1.0	0.630	7.8	LOS A	13.9	98.0	0.68	0.61	40.4
3	R	9	1.0	0.024	14.3	LOS A	0.1	0.9	0.59	0.67	37.1
Approach		762	1.0	0.630	7.9	LOS A	13.9	98.0	0.67	0.61	40.4
East: New Link Road											
4	L	5	1.0	0.156	28.6	LOS C	1.3	9.5	0.86	0.73	29.4
6	R	48	1.0	0.156	28.9	LOS C	1.3	9.5	0.86	0.74	29.4
Approach		54	1.0	0.156	28.9	LOS C	1.3	9.5	0.86	0.74	29.4
North: Brickmakers Drive											
7	L	79	1.0	0.348	19.5	LOS B	5.6	39.6	0.72	0.83	35.0
8	T	198	1.0	0.348	13.0	LOS A	5.6	39.6	0.72	0.61	36.1
Approach		277	1.0	0.348	14.9	LOS B	5.6	39.6	0.72	0.67	35.8
All Vehicles		1093	1.0	0.630	10.7	LOS A	13.9	98.0	0.70	0.63	38.4

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model used.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	Across N approach	53	24.3	LOS C	0.1	0.1	0.90	0.90
All Pedestrians		53	24.3	LOS C			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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INTERSECTION

PHASING SUMMARY

Site: Traffic Signals PM Peak
Proposed Development

New T Intersection

Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

Phase times determined by the program

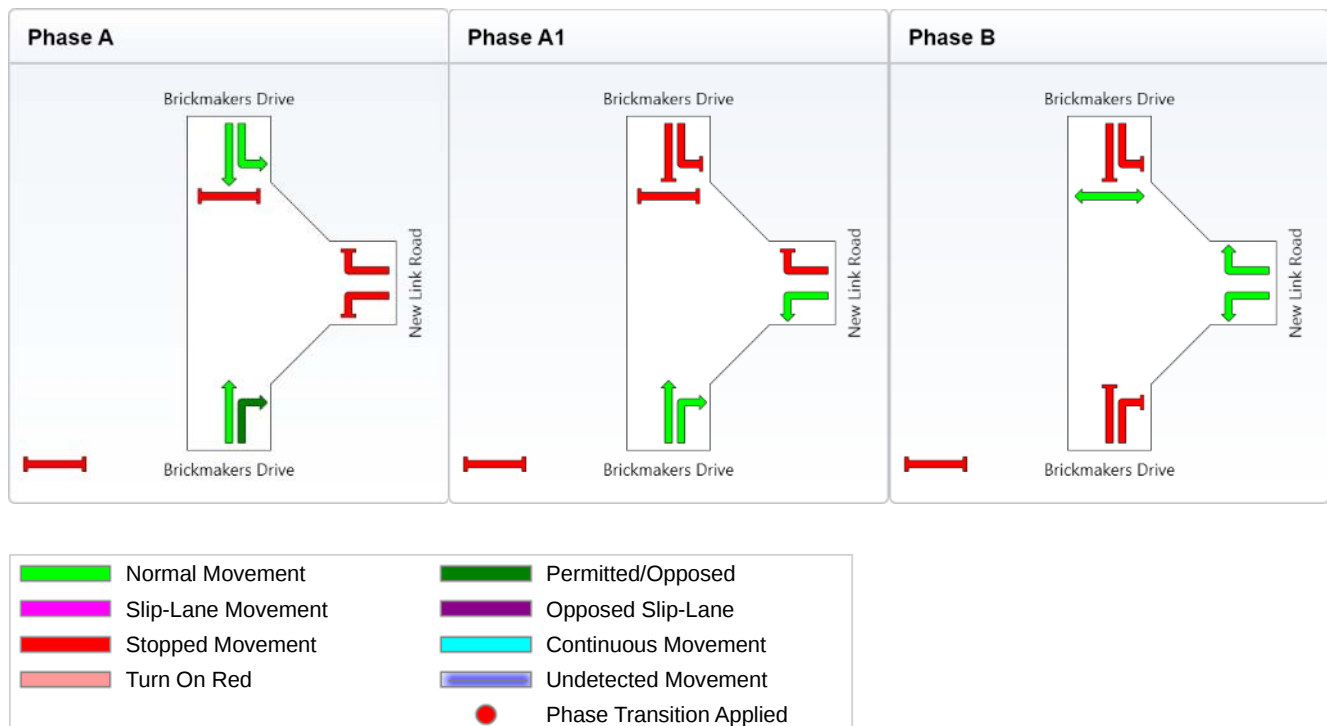
Sequence: Opposed Turns

Input Sequence: A, A1, B

Output Sequence: A, A1, B

Phase Timing Results

Phase	A	A1	B
Green Time (sec)	85	6	11
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	91	12	17
Phase Split	76 %	10 %	14 %



Processed: Tuesday, 6 January 2015 4:16:15 PM
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MOVEMENT SUMMARY

Site: Traffic Signals PM Peak
Proposed Development

New T Intersection

Signals - Fixed Time Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Brickmakers Drive											
2	T	256	1.0	0.163	2.7	LOS A	3.2	22.7	0.24	0.20	46.2
3	R	11	1.0	0.055	20.1	LOS B	0.3	2.0	0.52	0.69	33.7
Approach		266	1.0	0.163	3.3	LOS A	3.2	22.7	0.25	0.22	45.6
East: New Link Road											
4	L	8	1.0	0.445	63.5	LOS E	4.4	31.2	0.98	0.77	19.7
6	R	68	1.0	0.445	63.9	LOS E	4.4	31.2	0.98	0.77	19.6
Approach		77	1.0	0.445	63.8	LOS E	4.4	31.2	0.98	0.77	19.6
North: Brickmakers Drive											
7	L	102	1.0	0.659	16.5	LOS B	28.2	199.2	0.60	0.90	36.8
8	T	797	1.0	0.659	10.1	LOS A	28.2	199.2	0.60	0.55	38.7
Approach		899	1.0	0.659	10.8	LOS A	28.2	199.2	0.60	0.59	38.4
All Vehicles		1242	1.0	0.659	12.5	LOS A	28.2	199.2	0.54	0.52	37.5

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model used.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	Across N approach	53	54.2	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		53	54.2	LOS E			0.95	0.95

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Processed: Tuesday, 6 January 2015 4:16:15 PM

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